

INDIGNANT ST. LOUIS PASSENGERS THREATEN TO BRING SUIT.

into a guarantee to make a reasonably rapid trip, knowing that the guarantee could not be carried out.

IMPARTIAL STORY OF TRIP ACROSS OCEAN.

From passengers conversant with the circumstances, and able to present them intelligently, The Evening World, through its reporters, gathered the following story of the voyage of the St. Louis:

The steamship arrived in Southampton on Jan. 2 after a voyage from New York that had consumed nine days. The weather was not rough, and the delay was caused by the bad condition of the boilers. Instead of laying the steamship up for repairs, the officials of the American line hustled aboard a supply of coal and started her back for New York the next day.

There had been rumors current in London and Paris that the St. Louis was in bad shape. Some of those who had engaged passage, hearing these rumors, went to the offices of the line and made inquiries. They were assured that the ship could not possibly be more than eight days in making the westward passage.

PASSENGERS IGNORANT OF CONDITIONS.

So far as can be learned, the St. Louis had about 750 tons of coal in her bunkers when she sailed from Oherbourg on Jan. 4, after a number of vexatious delays. The passengers, knowing nothing of the conditions, were jubilant when land finally faded from view and they were out on the Atlantic Ocean. Although the weather was extremely rough, they felt that they were at last started on a voyage that would land them in this city by Jan. 12 at the latest.

All went well for three days, when the passengers discovered that the ship was making extremely slow progress. A few of them talked about it, and Major C. Cunliffe Owen, of the Royal Field Artillery of the English Army, whose wife was a Miss Everett, of Boston, determined to make an investigation on his own account. Here is his experience as detailed to-day to The Evening World:

BOILERS IN DEPLORABLE CONDITION.

"I went below and looked over the boilers. To my surprise I found them all in a deplorable condition. They were blowing out continually. It was impossible to keep a fire under more than two boilers at a time.

"Repairs were being made all the time and, of course, as the boilers had to be cool to allow the men to work on them, this cut down the available steaming capacity. It was a wonder to me that men were not killed down there in that boiler-room. So far as I can learn, however, but one man was injured. He was Herman Ahea, a fireman, whose arms were scalded."

Major Owen told of his discoveries to some of the other passengers, but nothing was done save in the way of talk for a couple of days. The minor officers on board seemed to think the situation most amusing and cracked heavy English jokes with the worried passengers who ventured to make inquiries.

INFORMATION REFUSED.

At last the irritation of those who had paid for a quick passage and were getting a tank-steam service reached a boiling point, and a committee was appointed to visit Capt. Passow and secure information as to the condition of the ship and the probable length of time that would be consumed on the voyage. Capt. Passow replied that, acting under strict orders from the company, he would have to refuse information to passengers or anybody else about the St. Louis.

When this answer was brought to the passengers who were gathered in the saloon there was an angry outbreak. Scores of men got up and talked at once. It was half an hour before the cooler heads in the gathering succeeded in getting the excitable ones calmed down so that a plan of action could be mapped out. The sense of the meeting was that if Capt. Passow persisted in his policy of secrecy he would be compelled to tell those under his care the real conditions, orders or no orders.

Capt. Passow saw the gathering storm and like a wise man he dodged it. He went before the passengers and as gently as he could broke the news that the boilers were in bad shape and that reduced speed was necessary.

There was a storm of indignation at this. It was demanded of the captain that he shape a course for Halifax or halt one of the steamships westward bound that were passing the St. Louis and transfer his passengers. He replied that under existing conditions he could not take his ship into the harbor of Halifax, and that transferring passengers in small boats was out of the question in such a heavy sea. He intimated that if he thought it necessary he might put into Boston, but the passengers carried the impression from his remarks that they would have to remain on board until the St. Louis reached New York.

RESOLUTIONS CUT A WEEK AGO.

On Jan. 10 resolutions were cut. The crew was put on a diet of oatmeal and potatoes. Eggs were cut from the breakfast bill of fare, and milk was served only in quantities sufficient for coffee. The amount of food that had usually appeared on the tables was diminished by at least half. Water was cut off in the pipes. To secure water for bathing purposes it was necessary to call the stewards, who carried it to the staterooms in buckets.

Right here the passengers participated in what was practically a mutiny. In a mass-meeting in the smoking-room, at which the women, as well as the men, were present, a committee was appointed to frame denunciatory resolutions against the American line. Two days later the committee submitted the resolutions, which were adopted unanimously. They will be found in full in another column of The Evening World.

At the same time the second cabin passengers held a mass-meeting and adopted similar resolutions, couched in warmer language.

MASS-MEETINGS EVERY DAY.

This ended the negotiations looking for relief, although the passengers in both first and second cabins held mass-meetings every day.

"Suspender Jack" Magee, formerly a member of the police force of this city and a Rough Rider, who has been with the Buffalo Bill Show in London, was one of the most entertaining speakers. His speeches were greeted with the wildest applause. Some of the speakers became so indignant at times that the meetings took on the aspect of genteel riots.

Victor S. Allen, a broker of this city, whose home is in Stamford, Conn., was the leader of a movement looking to the organization of the passengers for the purpose of suing the International Navigation Company for damages. He was appointed to head a committee to receive and handle the claims of passengers. Lawyers Bernel and Lloyd were appointed a committee to look after the legal end.

OPTIONS ON 500,000 SHARES EXPIRED.

"My case is but one of many," said Mr. Allen to-day. "I was assured when talking passage in Paris that the St. Louis would arrive here on the 12th. I had options on half a million shares of stock. The options expired Jan. 15 and I suppose I have lost a lot of money. I may have to sue for a heavy amount."

Another passenger who will bring a heavy damage suit is R. T. Haines, a San Francisco millionaire, who was a passenger with his wife and two children. Believing that he would be here by Jan. 15, he made heavy business deals which have fallen through.

All of the male passengers unite in praise of the women. They kept their heads admirably. Not one of them showed a sign of hysteria, even when the outlook was blackest. Throughout the ship there was a feeling that the ship was seaworthy if she could be kept moving, and as long as the propellers went round there was a sense of half security.

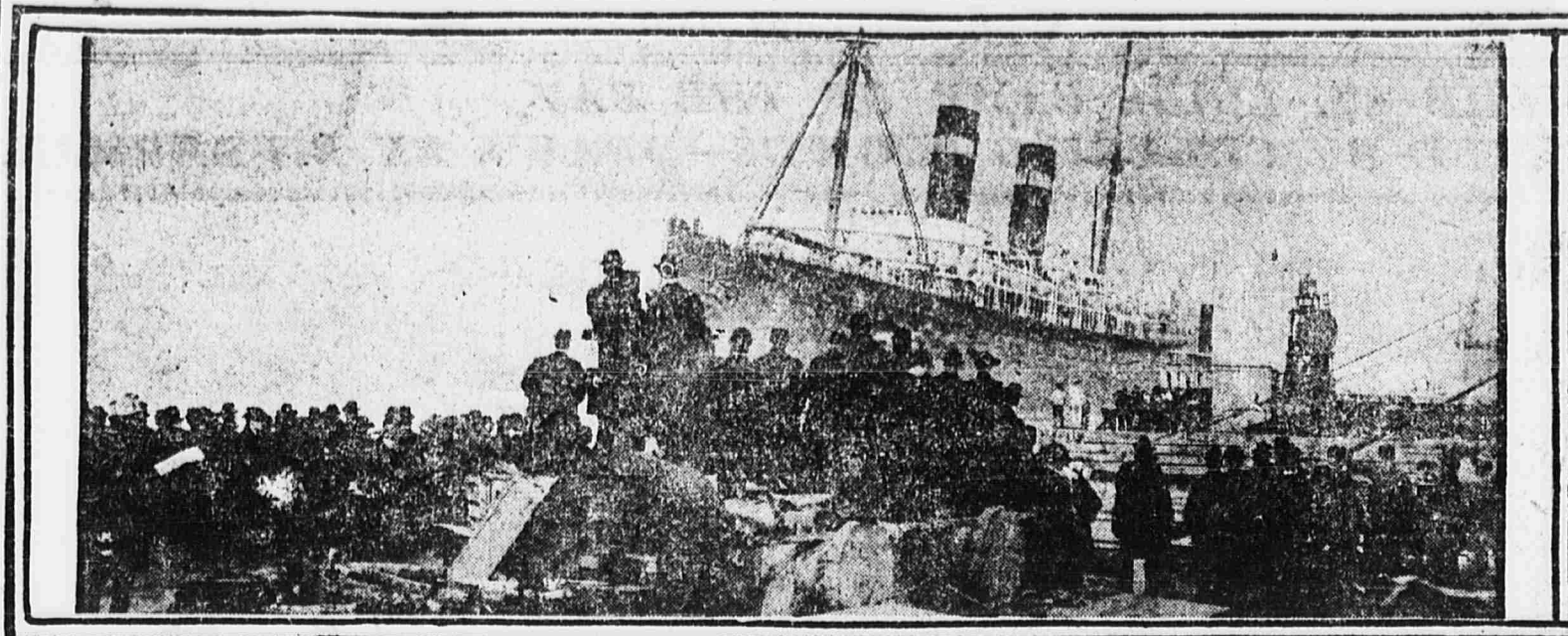
DISGUSTED LOT OF PATRIOTS.

The Americans on board who took the St. Louis for patriotic reasons were the most disgusted lot of citizens that ever landed in New York. Their denunciation of the "American Line" ran the gamut of invective. Mrs. Cunliffe Owen was particularly chagrined.

"My husband wanted to come across on an English ship," she said to-day, "but I persuaded him to come in the St. Louis because of my patriotic feelings. Imagine my distress at the outcome."

The St. Louis had a heavy list to port when she came up the bay. Capt. Passow said that there were 235 tons of coal in the hold, but the list was of coal seen by an Evening World reporter looked like a small amount of the same. In all probability the ship is in such bad shape that she will have to be overhauled from keel to topmast before she is again fit for service.

HOW THE OVERDUE LINER ST. LOUIS CAME INTO HER DOCK, EAGERLY WAITED FOR BY THOUSANDS INTERESTED IN DELAYED PASSENGERS.



HERE ARE GRIEVANCES SUFFERED BY PASSENGERS ON THE ST. LOUIS AND EMBODIED IN A RESOLUTION.

"STEAMSHIP ST. LOUIS, at sea, Jan. 12, 1903.

"To the passengers of the steamship St. Louis: The undersigned committee, unanimously elected by the saloon passengers at an indignation mass meeting held Jan. 10, 1903, begs leave to report:

"First—That there is satisfactory evidence that the steamship St. Louis entered Southampton harbor Jan. 2 last after an easterly voyage of more than nine days in a smooth sea in a crippled condition, and that she was sent to sea on the following day, leaving little or no time for necessary overhauling and needed repairs.

"Second—That your committee has been credibly informed that this condition was known to the management of the company before embarking passengers.

SPARED A CALAMITY.

"Third—That no accidents, so far as your committee are aware, have occurred since leaving Southampton to impair the speed of this ship. The delay has been only such as might have been reasonably expected from the crippled condition of her boilers. Providence, indeed, has been exceedingly kind to us, and we are truly grateful that, through its tender mercies, we have been thus far spared a calamity too horrible to contemplate.

"Fourth—We cannot too severely condemn the recklessness of a management that would send such a crippled vessel, loaded with human freight, to contend with the storms and perils of an Atlantic winter. We believe that our lives have been put in jeopardy, and certainly our loved ones at home are being made to suffer great mental anguish, not to mention the severe financial losses many of us have incurred and are now incurring.

RESERVES CALLED TO QUIET WAITING CROWD.

Long before the St. Louis had reached the Battery more than one thousand men, women and children of all ages and conditions had crowded on the American Line pier, straining their eyes down mid-stream for a first glimpse of the big liner.

Outside the pier there was a crowd of several thousand curious ones, who fought and struggled in a fruitless attempt to break through the line of customs officers at the entrance to the wharf. This crowd finally became so belligerent that the reserves were called out from the Leonard and Church street stations.

FRIENDS AND RELATIVES EXCITED.

When the St. Louis arrived opposite the pier and began to warp into her dock, the mob of waiting friends and relatives became so excited that they danced about wildly and strained their throats, endeavoring to shout a greeting to those who crowded on the forward deck. When at last they could make out the smiling faces of their friends they lost all control, and every woman present grabbed her neighbor, stranger or friend, man or woman, in a frantic hug. One young woman who was standing on a box beside a tall youth, who, judging from his tired expression, was an unwilling spectator, leaped upon his neck and almost strangled him. Though he had never seen his affectionate neighbor before he returned the embrace, and soon they were ychatting merrily together, seemingly on the verge of ardent friendship.

JOYOUS WAVING OF FLAGS.

Most of the women had flags and long silken streamers, and as the big liner was finally turned abreast of her wharf there was a joyous waving of silk and bunting.

When the spectators on the pier caught sight of Capt. Passow on the bridge, an aged woman, white haired and bundled in furs, shouted out: "Three cheers for Capt. Passow," but her cheer was not taken up.

SECOND-CABIN PASSENGERS COMPLAIN OF INATTENTION.

The passengers in the second cabin made the most bitter complaints, not only of the delay, but of the treatment given them from the time they went to the pier in Southampton. As with the first-class passengers,

"Fifth—That on the evening of Jan. 10, 1903, the following petition was presented to Capt. F. M. Passow, commanding the steamship St. Louis:

"The undersigned, passengers of the steamship St. Louis bound for New York, hereby request that, in view of the crippled condition of this steamship and the consequent uncertainty of the date of her reaching that point, you shall some fast west-bound steamer for the purpose of transferring us thereto or that the boat be put into Halifax if feasible." (Signed by the saloon passengers.)

REFUSED TO CHANGE COURSE.

"That in reply Capt. Passow explained the difficulties and dangers attending a transfer of passengers at sea, and further stated that it would be an exceedingly dangerous undertaking to attempt to take the ship in her present condition into the harbor of Halifax. He volunteered the information that he might later on enter Boston Harbor and had the question then under advisement.

"Sixth—That it is a matter of keen regret that a first class steamship, such as the St. Louis is reported to be, should not be supplied with the Marconi system, the absence of which has been seriously felt during this ever-to-be-remembered voyage.

THANKS TO SHIP OFFICERS.

"Seventh—That the thanks of the passengers are due to the officers of the ship for their uniform courtesy under these very trying circumstances in endeavoring to allay our uneasiness and excitement."

The committee consisted of A. P. Lloyd, Louis B. Bernel, Rev. Arthur Crane, C. W. Bonyne and Ralph Nicol.

The report of this committee was unanimously approved and resolutions were adopted condemning the action of the management of the line as outlined in the committee's report.

They held a meeting to protest, and drew up resolutions against the company.

It was plainly apparent from the start, they said, that there was something wrong, and when a delegation was sent to make inquiry the captain told them that the boilers were defective. They make the statement in the resolution that they have ample proof that the officials of the line knew of the condition of the boilers before the steamer started, and knew that they could not keep their promise to land the passengers in New York on time.

INDIFFERENT TO THEIR COMFORT.

Bitter complaint is made that there was utter indifference to the comfort of the second-cabin passengers from the start; that they were herded in a shed on the pier at Southampton, with the steerage passengers, under conditions not fit for cattle. After they were allowed to go on board they were retained on deck, it was said, and later in cold corridors, only to find when they did get their berths that they had not been made up since the last voyage.

The boat was scheduled to leave at noon and the second-cabin passengers were warned to be at the pier at 10 o'clock upon threat of losing their passage money. Instead of leaving at the appointed time the boat did not go out until 11 o'clock at night, the second-cabin passengers being compelled to wait there for thirteen hours.

The anxiety of the passengers in this cabin was intense, and men there, as well as in the first cabin, say they were subjected to financial loss by the delay. The recommendation was made that an examination of the machinery and boilers of steamships be compulsory after each voyage. The protest was signed by all but a few passengers in this cabin.

"NO ADMITTANCE" FOR PASSENGERS' ENGINEER.

Ralph Nichols, a civil and mining engineer, who is interested in one of the largest gold mines in Western Australia, was the engineer asked to investigate the trouble by the passengers of the first cabin. He sent the steward to ask the captain if he would be allowed to go below, and was informed that he could not do so.

At the Southampton offices of the line he was assured that he would be landed in New York on Saturday. He formerly lived in New York. His son is now in the mining school of Cornell University. He had a very limited time to spend in this country, and with the delay he will have to almost turn around and go home.

J. A. Hesse, who lives at No. 167 Ross street, Brooklyn, and who repre-

sents a Chicago bond brokerage house, made special inquiry at the Paris office, telling them it was imperative that he should reach New York on time. He was assured that there would be no delay. He was to discuss a business proposition with a man who sailed from Boston to Genoa to-day, and he will be obliged to get the next boat for Italy.

ENGINEER DENIES KNOWING OF IMPERFECT BOILERS.

Chief Engineer John Philip, of the St. Louis, like a faithful officer, insisted that the officials were not to blame and that he had no reason to suppose when he left Southampton that the St. Louis would not reach her pier in New York on time or very nearly so.

"There is no truth in the saying that the boilers were in bad shape at the end of the last trip and that we knew it. The boilers were badly scaled, but I did not know they were bad enough to cause any delay. I fully expected when I left Southampton that we would be here on time, barring accident or bad weather.

FOUND FLUES BECOMING CHOKED.

"We were two days late in getting to Southampton because we had bad weather all the way over. It was not until the fifth that I found the boiler flues were becoming choked. After the trouble was located it grew worse very rapidly.

"There are six double-enders and four single-enders, and all but three had to be cleaned out. That meant that the fire had to be pulled out from under two and three and four at a time, cutting down the running time and causing the delay.

"The weather was bad, too, and when we struck a gale we had difficulty in getting through it because of the slackened speed. The boilers leaked some, too, and once started, that trouble was hard to stop. It spread rapidly because when the moisture escaped from one set of flues it spread to another and they, too, were soon out of order.

NEVER FELT MINUTE'S ANXIETY.

"But it is foolish to talk of danger. I know the engines pretty well, and there was not a minute when I felt any anxiety. It was just a matter of repairing the damage for the St. Louis was well able to weather any gale. There was not the slightest chance for an explosion. We simply had to run slow.

"There were 248 tons of coal on board when we got into port, more than we needed. If any one said we were sparing with the coal they are talking ignorantly. We didn't burn the coal because we were fixing the boilers, and common sense tells you that you can't repair boilers over a hot fire."

REFUSED ASSISTANCE FROM PENNSYLVANIA.

The St. Louis arrived not very long after the Hamburg-American steamship Pennsylvania.

The latter vessel had just reported having on Jan. 15, in lat. 45.35, long. 49.20, sighted the St. Louis, which was proceeding very slowly.

"What is the difficulty?" signalled the Pennsylvania, steaming very close to the American liner.

"Our boilers are leaking," was the reply. "Send a boat alongside."

Both steamers immediately stopped, and the sea being quite calm, a jolly-boat was soon warped alongside and the Pennsylvania's first officer went up on deck.

The complement of passengers, first, second class and steerage, crowded to the main deck, every one with messages to send on ahead, but the Pennsylvania could not be delayed for that, and the passengers were sad disappointed.

"We've eight days' water and provisions on board," said Capt. Passow, "and we're all in good health."

"We've had a nasty time with our boilers, which are leaking so bad now that we can only make five knots an hour in the finest weather."

Capt. Passow declined any assistance, saying that there was no danger The Pennsylvania then steamed on, amid cheers from both ships.

The Pennsylvania, bound from Hamburg, Boulogne and Plymouth, reported the incident as soon as she got in, but General Manager Clement Griscom, of the American line, surprised the Pennsylvania's captain, telling him that the St. Louis had already been sighted off Sandy Hook and would be at her dock before noon.

"SHOULD BE INDICTED," IS ONE MAN'S VIEW

After Capt. Passow had come ashore and made his report Mr. Clement A. Griscom issued the following statement:

"The delayed arrival of the St. Louis was caused by leaving Cherbou late and by extremely bad weather. There was nothing in the known condition of her boilers that would have prevented her from reaching here after a normal passage. The marked loss of steaming power could not have been foreseen. Even in the light of our present knowledge there is nothing in any way that affects the perfect safety of the ship. The management much regret the inconvenience caused the passengers and the anxiety caused their friends."

STATEMENT DOESN'T SATISFY.

When this statement was shown to some of the passengers as they were busy clearing their baggage, many gasps of incredulity were heard.

"That's an easy way to get out of it," said Mr. Leo Bittinger, of No. 68 Nassau street, "but the fact remains that the whole thing was most outrageous. The officials ought to be indicted."

"The idea that the company did not know the boilers were unsound is absurd. They were going to put the St. Louis in Cramps' yard on this side, and they just took a chance."

"Never for a minute did we get any satisfaction on board from the officers. And I can tell you, for one, the matter will not drop here."

SOCIETY GIRL

HURT; MAY DIE.

Miss Caroline Kelly, of New York City, Seriously Crushed in an Elevator Accident at Santa Barbara, Cal.

SANTA BARBARA, Cal., Jan. 17.—Miss Caroline Kelly, a young society woman of New York, was seriously injured in an elevator accident. As Miss Kelly entered the car she tripped and fell. The elevator for some unexplained reason shot upward, crushing Miss Kelly against the floor above.

Amputation of one of her legs will be necessary and the shock may prove fatal.

She is a sister-in-law of Louis Givernaud, a wealthy silk manufacturer of New York and New Jersey, who is staying in Santa Barbara for the winter.

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FREE DOCTORS UNTIL JAN. 20. OUR SERVICES FREE.

To all who call before Jan. 20 at any of our many institutions in this country we will give our services free, our only charge being for the Koch "Tuberculin," which we will furnish at cost. Our offices are at Philadelphia, 27 Franklin st., Boston, 120 Michigan ave., Chicago, 40-42 Penn. ave., Pittsburgh, 321 Boylston st., Denver, 1200 Third place, Cincinnati, 601 N. B. B. B. Baltimore, 220 11th st., N. W., Washington, 1 South st., Rochester.

DIED.

ADLER—Suddenly, on Friday, Jan. 16, at Wilkes-Barre, Pa., LEOPOLD ADLER, beloved husband of Caroline Adler and father of Mrs. William Bloch.

Funeral Sunday, Jan. 18, at 1.30 P. M., from his late residence, 55 West 111th st., New York City.

SCHNEPPERT—On Thursday, Jan. 15, at his residence, 523 Hudson st., JOHN M. SCHNEPPERT, aged 62 years.

Funeral Sunday, Jan. 18, at 2 P. M., Interment in Calvary Cemetery.

Sunday World Wants Work Monday Morning Wonders